

Michiganders, and I hope to work with my colleagues to ensure its continued success, especially as it faces new challenges that could threaten its efficacy in the future.

As the COVID-19 pandemic has shown us, reliable access to care, along with the availability of prescription drugs and specialist medical treatments, is more important than ever.

Our rural and remote providers will continue to do everything in their power to provide top-of-the-line care to our patients. In turn, Congress must continue to address those rural health priorities.

#### POTENTIAL GUN VIOLENCE LEGISLATION

(Mr. GOOD of Virginia asked and was given permission to address the House for 1 minute.)

Mr. GOOD of Virginia. Madam Speaker, it is disappointing to see Republicans in the Senate ready to make a deal that will do nothing except slide us down the slippery slope toward gun registration and confiscation.

The gun deal being contemplated in the Senate will do nothing to stop criminals intent on doing harm. This is just another surrender by uniparty RINOs. This will do nothing to satisfy the radical left that wants, again, registration and confiscation.

Why not do something that would truly reduce violent crime in blue cities where there are hundreds of shootings every weekend? Why not support our police, prosecute criminals, end no-cash bail, harden our schools, and do something that will actually make a difference in reducing the deaths by violent crime in this country?

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1501

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BUTTERFIELD) at 3 o'clock and 1 minute p.m.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which the yeas and nays are ordered.

The House will resume proceedings on postponed questions at a later time.

#### ADVANCED AVIATION INFRA- STRUCTURE MODERNIZATION ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6270) to direct the Secretary of Transportation to establish a pilot program to provide grants related to advanced air mobility infrastructure, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6270

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Advanced Aviation Infrastructure Modernization Act" or the "AAIM Act".

#### SEC. 2. ADVANCED AIR MOBILITY INFRASTRUCTURE PILOT PROGRAM.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary shall establish a pilot program to provide grants that—

(1) assist an eligible entity to plan for the development and deployment of infrastructure necessary to facilitate AAM operations in the United States; and

(2) make funding available for costs directly related to construction of public-use vertiports or associated infrastructure.

(b) PLANNING GRANTS.—

(1) IN GENERAL.—The Secretary shall provide grants to eligible entities to develop comprehensive plans under paragraph (2) related to AAM infrastructure.

(2) COMPREHENSIVE PLAN.—

(A) IN GENERAL.—Not later than 1 year after receiving a grant under this subsection, an eligible entity shall submit to the Secretary a comprehensive plan in a format that may be published on the website of the Department of Transportation.

(B) PLAN CONTENTS.—The Secretary shall establish content requirements for comprehensive plans submitted under this subsection, which may include the following:

(i) The identification of planned or potential public-use or private-use vertiport locations.

(ii) A description of infrastructure necessary to support AAM operations.

(iii) A description of types of planned or potential AAM operations.

(iv) The identification of physical and digital infrastructure required to meet the standards for vertiport design and performance characteristics established by the Federal Aviation Administration (as in effect on the date on which the Secretary issues a grant to an eligible entity), including modifications to existing infrastructure and ground sensors, electric charging and other fueling requirements, electric utility requirements, wireless and cybersecurity requirements, and other necessary hardware or software.

(v) A description of potential environmental effects of planned construction or siting of public-use vertiports, including efforts to reduce the adverse effects of potential aviation noise.

(vi) A description of how planned public-use or private-use vertiport locations, including new or repurposed infrastructure, fit into existing State and local transportation systems and networks, including—

(I) connectivity to existing public transportation hubs and intermodal and multimodal facilities;

(II) opportunities to create new service to areas underserved by air transportation, without compromising safety and efficiency of other facilities and airspace users; and

(III) any potential conflicts to existing aviation infrastructure that may arise from the proposed location of the vertiport.

(vii) A description of how public-use vertiport planning will be incorporated in State or metropolitan planning documents.

(viii) The identification of the process an eligible entity will undertake to ensure an adequate level of community engagement for planned public-use vertiport locations and planned or anticipated AAM operations, including engagement with underserved communities, individuals with disabilities, and racial and ethnic minorities, to address equity of access and other priorities.

(ix) The identification of the actions necessary for an eligible entity to undertake the construction of public-use vertiports, such as planning studies to assess existing infrastructure, environmental studies, studies of projected economic benefit to the community, lease or acquisition of an easement or land for new infrastructure, and activities related to other capital costs.

(x) The identification of State, local, or private sources of funding an eligible entity may use to assist with the construction or operation of a public-use vertiport.

(3) APPLICATION.—To apply for a grant under this subsection, an eligible entity shall provide to the Secretary an application in such form, at such time, and containing such information as the Secretary may require.

(4) SELECTION.—

(A) IN GENERAL.—In awarding grants under this subsection, the Secretary shall consider the following:

(i) Geographic diversity.

(ii) The need for comprehensive plans that—

(I) ensure the safe integration of AAM operations into the National Airspace System;

(II) improve transportation safety, connectivity, access, and equity in both rural and urban regions in the United States;

(III) leverage existing public transportation systems and intermodal and multimodal facilities;

(IV) reduce surface congestion and the environmental impacts of transportation;

(V) grow the economy and create jobs in the United States; and

(VI) encourage community engagement when planning for AAM related infrastructure.

(B) PRIORITY.—The Secretary shall prioritize awarding grants under this subsection to eligible entities that partner with commercial AAM entities, institutions of higher education, research institutions, or other relevant stakeholders to develop and prepare a comprehensive plan.

(5) GRANT AMOUNT.—Each grant made under this subsection shall be made in an amount that is not more than \$1,000,000.

(6) BRIEFING.—

(A) IN GENERAL.—Not later than 180 days after the first comprehensive plan is submitted under paragraph (2), and every 180 days thereafter, the Secretary shall provide a briefing to the appropriate committees of Congress on the comprehensive plans submitted to the Secretary under such paragraph.

(B) CONTENTS.—The briefing required under subparagraph (A) shall include—

(i) an evaluation of all planned or proposed public-use vertiport locations included in the comprehensive plans submitted under paragraph (2) and how such planned or proposed public-use vertiport locations may fit into the overall United States transportation system and network; and

(ii) a description of lessons or best practices learned through the review of comprehensive plans and how the Secretary will